

## II. Recommendations

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This report documents the development of the 2012 Davie County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation.

### ***Implementation***

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the County. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Northwest Piedmont RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

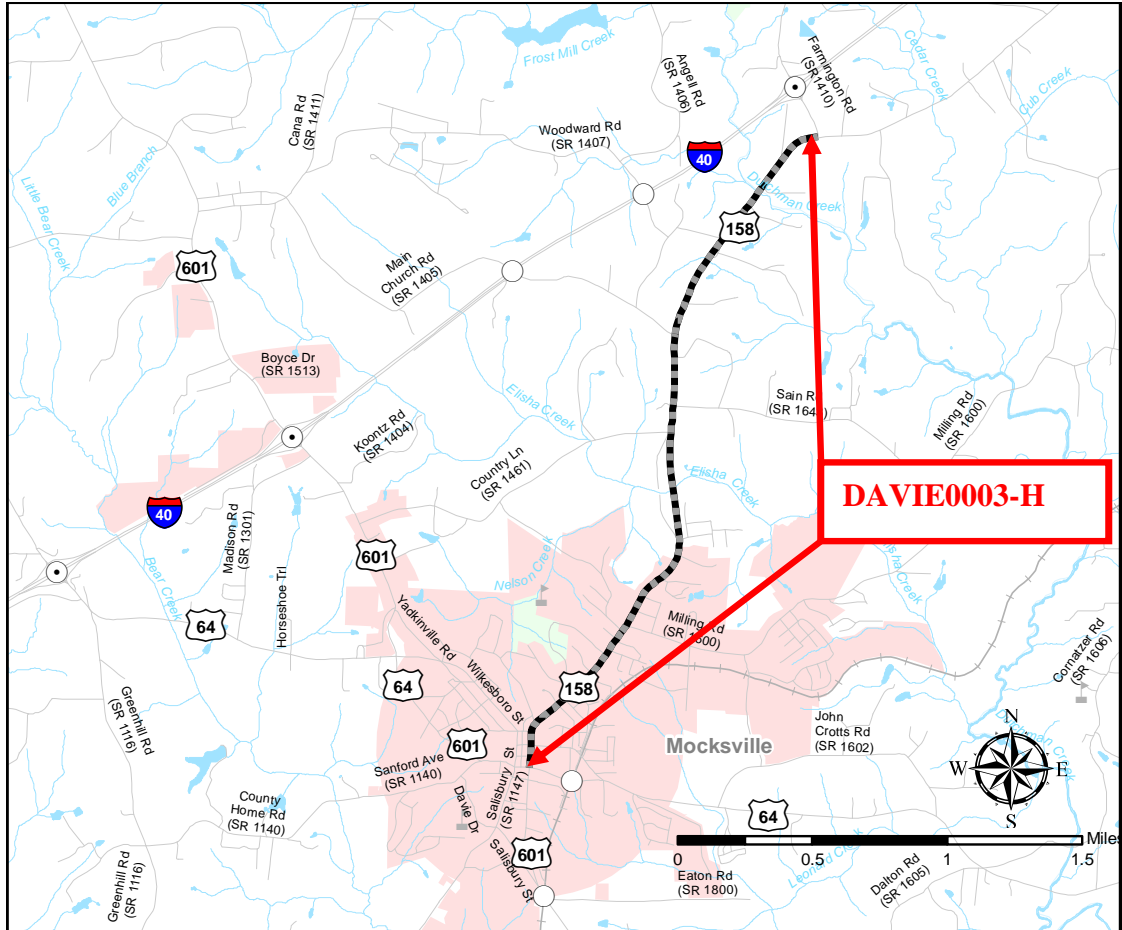
### ***Problem Statements***

The following pages contain problem statements for each recommendation, organized by CTP modal element.

# HIGHWAY

US 158 Proposed improvements from Farmington Road (SR 1410) to US 64/US 601

Local ID: DAVIE0003-H  
Last Updated: 10/20/11



## Identified Problem

By 2035, US 158 is projected to be near or over capacity from Farmington Road (SR 1410) to US 64/US 601. Improvements are needed to accommodate projected traffic volumes such that a minimum of LOS D can be achieved.

## Justification of Need

US 158 is a north-south corridor through Davie County, connecting Mocksville to other urban centers such as Bermuda Run and Winston-Salem.

The existing US 158 is a 2-lane facility with 12 foot lanes and is on the regional tier of NC Multimodal Investment Network (NCMIN). It is classified as a minor arterial on the Federal Functional Classification System.

By 2035, the entire segment within the planning area is projected to be either near or over capacity based on providing a LOS D. From Farmington Road (SR 1410) to Dutchman Creek, traffic is projected to increase from 9,300 vpd in 2010 to 15,500 vpd in 2035, compared to a LOS D capacity of 15,800. From the Dutchman Creek to Dogwood Lane (SR 1677), traffic is projected to increase from a range of 9,300 - 10,200 vpd in 2009 to a range of 14,000 - 15,500 vpd in 2035, compared to a LOS D capacity of 15,800 vpd. From Dogwood Lane (SR 1677) to Gaither Street, traffic projections will increase from a range of 9,300 -12,000 vpd in 2009 to a range of 14,000 – 17,000 vpd in 2035, compared to a LOS D capacity of 13,900 vpd. From Gaither Street to US 601/US 64, traffic projection is expected to increase from 12,200 vpd in 2009 to 13,600 vpd, compared to a LOS D capacity of 13,900 vpd.

### **Community Vision and Problem History**

The US 158 corridor is parallel to I-40 between Mocksville and Winston-Salem. Area residents use this facility as an alternate route to I-40 between Mocksville, Bermuda Run and Winston-Salem. Within the planning area, land use along the US 158 corridor is predominantly rural residential. According to the 2005 Mocksville Land Use Plan, this area is envisioned to transition to high density urban residential within the municipal boundary.

This deficiency was first identified in the 1992 Mocksville Thoroughfare Plan and also in the 2003 Davie County Thoroughfare Plan.

### **CTP Project Proposal**

#### **Project Description and Overview**

The CTP project proposal (Local ID DAVIE0003-H) is to widen US 158 from a 2-lane to a 3-lane major thoroughfare with center turn lane from Farmington Road (SR 1410) to US 64/US 601. This project also includes accommodation for bicycle and pedestrian facilities. The proposed improvements would reduce congestion and provide efficient mobility for through traffic by removing left turns from through movement.

#### **Linkages to Other Plans and Proposed Project History**

The proposed improvements for US 158 directly connects to the proposed US 64/US 601 widening as well as improvements to Main Church Road (SR 1405), Sain Road (SR 1643) Milling Road (SR 1600) and Country Lane Road (SR 1461).

The 1992 Mocksville Thoroughfare Plan recommended implementing a bypass east of Mocksville, from north of the US 158 and Milling Road (SR 1600) intersection to the US 601 and Eaton Road (SR 1800) intersection to relieve the anticipated future congestion on US 158 through downtown Mocksville. The 2003 Davie County Thoroughfare Plan recommended widening US 158 to four lanes from Farmington Road (SR 1410) to the Mocksville Planning Area Boundary north of the US 158 and Milling Road (SR 1600) intersection.

### **Land Use Patterns**

Current land use along US 158 corridor is primarily rural residential with the historic district extending from north of Milling Road (SR 1600) to the US 64. The Central Business District (CBD) extends from just south of Cherry Street to Maple Street, south of US 64. The 2005 Mocksville Land Use Plan indicates that future land use along the corridor will transition to urban residential with a small pocket of commercial development just south of Elisha Creek. According to the 2005 Davie County Land Use plan, future land use between Sain Road (SR 1636) and Farmington Road (SR 1410) is expected to include residential/mixed use, commercial and industrial developments.

### **Natural & Human Environmental Context**

Based on a planning level environmental assessment using available GIS data, the proposed improvements to US 158 have the potential to impact the Historic District which lies within the CBD. Additionally, commercial and residential buildings with driveways on US 158 may be impacted.

The US 158 project crosses Dutchman Creek, Elisha Creek and one unnamed stream. Additionally, Bridge Number 10 at Dutchman's Creek is rated as functionally obsolete.

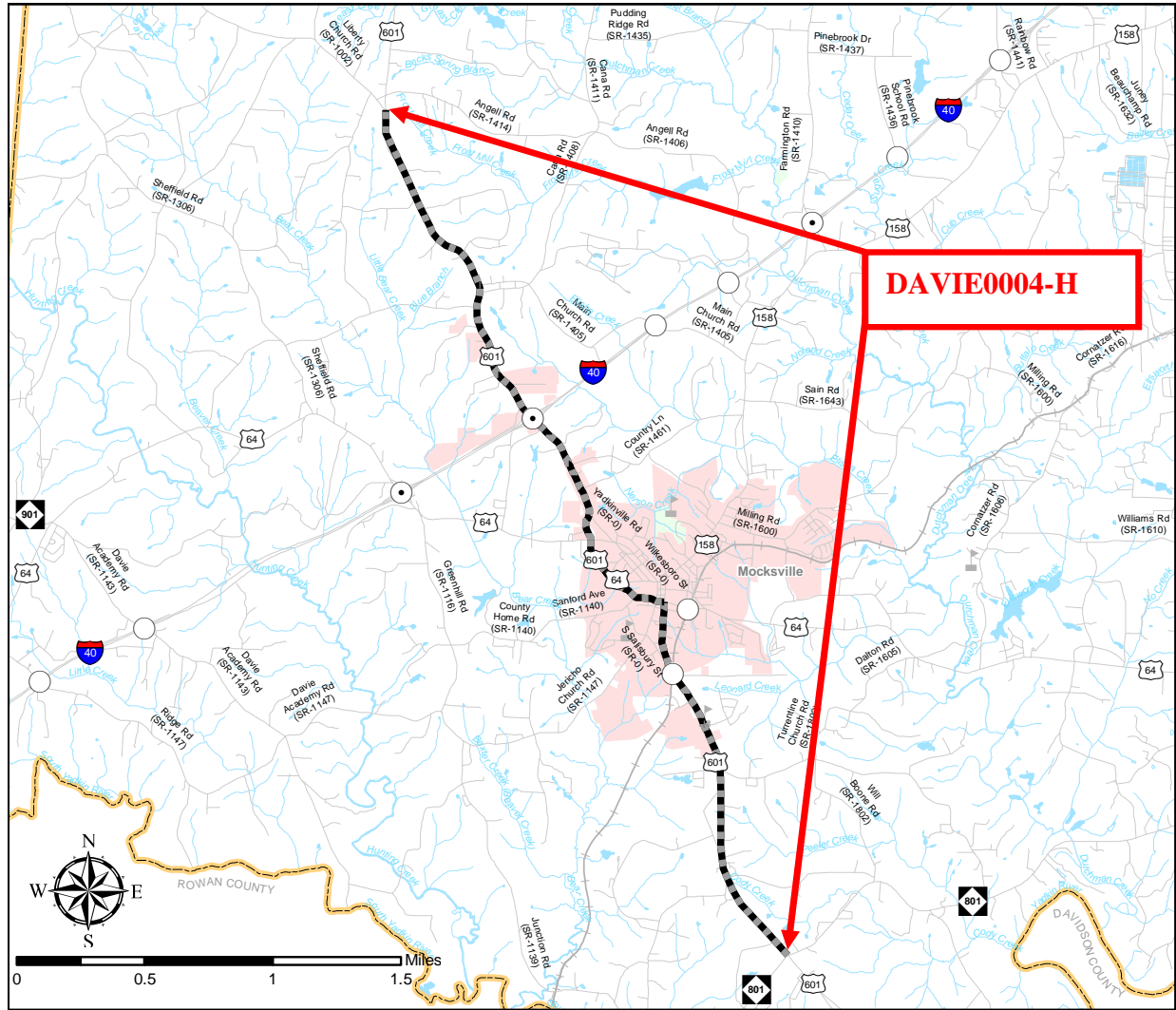
### **Multi-modal Considerations**

The CTP includes recommendations for bicycle and pedestrian facilities around the Mocksville area. There are recommendations to construct multi-use path adjacent to US 158 from Milling Road (SR 1600) to US 64/US 601. On-road bicycle facilities are recommended along US 158 from Main Church Road (SR 1405) to Oak Grove Church Road (SR 1642) and from Dogwood Ln (SR 1677) to Milling Road (SR1600). There are no recommendations for sidewalks or transit on the proposed project.

### **Public/ Stakeholder Involvement**

Respondents to Goals and Objectives (G&O) Survey question that asked, "What areas would the community most like to have improved access?" ranked Winston Salem at the top. Improving US 158 will improve access to Bermuda Run and Winston Salem, in addition to serving as an alternate to I-40. In the response to the question that asked, "Are you concerned with safety or crash problems at any specific locations?", US 158 was the most identified facility especially in the vicinity of Milling Road (SR 1600) intersection.

During the July 2010 public workshop on the CTP, truck traffic that passes through residential neighborhoods was identified as a concern. Trucks from US 64 east to the US 601/I-40 interchange and the truck stop north of I-40 avoid travelling through the CBD by using the following residential streets: John Crotts Rd (SR 1602), Bethel Church Rd (SR 1601), Milling Rd (SR 1600), US 158, Campbell Rd (SR 1400), and Country Ln (SR 1461). Respondents to the G&O Survey question that asked, "Is truck traffic a problem in the area?", also identified the intersection of US 158 and Milling Road (SR 1600) as one of the problem areas.



**Identified Problem**

US 601 from Liberty Church Road (SR 1002) to NC 801 is projected to be near or over capacity by 2035. The primary purpose of this project is to accommodate projected traffic volumes such that a minimum Level of Service (LOS) D can be achieved.

**Justification of Need**

US 601 is a major north-south corridor in Davie County, connecting Mocksville with rural areas along the central region of the county. The facility is a vital artery in moving people and goods through North Carolina, connecting major corridors such as US 74, I-85, I-40, US 421, and I-74.

US 601 is classified as a minor arterial on the Federal Functional Classification System and is on the regional tier of the North Carolina Multimodal Investment Network (NCMIN). US 601 currently has a variable cross section as follows: a two-lane cross-section with 12 foot lanes from NC 801 to Deadmon Road (SR 1801); a three-lane cross-section with 12 foot lanes from Deadmon Road (SR 1801) to Eaton Road; a two-lane cross-section with 11 foot lanes from Eaton Road to US 64; a three-lane cross-section with 12 foot lanes from US 64 to Koontz Road; a five-lane cross section with 12 foot lanes from Koontz Road to I-40; a four-lane undivided cross-section with 12 foot lanes from I-40 to Boyce Drive (SR 1513); and a two-lane cross-section with 12 foot lanes from Boyce Drive (SR 1513) to Liberty Church Road (SR 1002).

By 2035, this entire segment of US 601 is projected to be near or over capacity based on providing a LOS D. The Annual Average Daily Traffic (AADT) projections are as follows:

- From NC 801 to Fairfield Road (SR 1807), traffic is projected to increase from 9,900 vehicles per day (vpd) in 2010 to 13,500 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.
- From Fairfield Road (SR 1807) to Deadmon Road (SR 1801), traffic is projected to increase from 14,400 vpd in 2010 to 21,800 vpd in 2035, compared to a LOS D capacity of 15,800 vpd in 2035.
- From Deadmon Road (SR 1801) to Eaton Road (SR 1800), traffic is projected to increase from 18,500 vpd in 2009 to 26,200 vpd in 2035, compared to a LOS D capacity of 18,200 vpd.
- From Eaton Road (SR 1800) to US 64/US 158 intersection, traffic is projected increase from 18,500 vpd in 2009 to 26,200 vpd in 2035, compared to a LOS D capacity of 13,900 vpd.
- From US 64/US 158 intersection to Koontz Road (SR 1404), traffic is projected to increase from a range of 13,500 - 17,800 vpd in 2009 to a range of 23,200 – 27,100 vpd in 2035, compared to a LOS D capacity of 18,200 vpd.
- From Koontz Road (SR 1404) to I-40, traffic is projected to increase from 19,400 vpd in 2009 to 33,400 vpd in 2035, compared to a LOS D capacity of 32,400 vpd.
- From I-40 to Boyce Drive (SR 1513), traffic is projected to increase from 19,400 vpd in 2009 to 33,400 vpd in 2035, compared to a LOS D capacity of 31,600 vpd.
- From Boyce Drive (SR 1513) to Main Church Road (SR 1405), traffic is projected to increase from 10,400 vpd in 2009 to 18,300 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.
- From Main Church Road (SR 1405) to Liberty Church Road (SR 1405), traffic is projected to increase from 8,300 vpd in 2010 to 13,100 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

Improvements are needed to relieve congestion and improve mobility along this facility.

### **Community Vision and Problem History**

Due to US 601 being a major thoroughfare through Davie County, as well a connection to I-40, the county envisions significant growth along its corridor. Current development

activities along US 601 include residential, institutional, commercial and industrial which are anticipated to expand largely to industrial and commercial enterprises. Moderate residential and mixed uses are planned along the corridor.

This route was previously identified as deficient in the 1992 Mocksville Thoroughfare plan and in the 2003 Davie County Thoroughfare Plan.

## **CTP Project Proposal**

### **Project Description and Overview**

The CTP project proposal (Local ID DAVIE0004-H) is to widen US 601 to a 3-lane major thoroughfare with a center turn lane from Liberty Church Road (SR 1002) to Main Church Road (SR 1405); a 5-lane major thoroughfare with center turn lane from Main Church Road (SR 1405) to Fairfield Road (SR 1807); and a 3-lane major thoroughfare with a center turn lane from Fairfield Road (SR 1807) to NC 801. This project includes accommodation for bicycle and pedestrian facilities.

A crash data assessment for the period between 2006 and 2008 showed that 28 crashes occurred at the US 601 and I-40 interchange and 15 crashes occurred at the intersection of US 601 and Salisbury Street.

The CTP project proposal for US 601 would reduce congestion, provide efficiency and improve mobility and safety for through traffic by removing left turns from the through movement.

### **Linkages to Other Plans and Proposed Project History**

The proposed improvements for US 601 directly connect to the proposed US 64 Bypass as well as the proposed improvements for existing US 64, US 158 and I-40.

The 1992 Mocksville Thoroughfare Plan recommended implementing the US 64 Bypass around the town to relieve the anticipated future congestion on US 601 through downtown Mocksville. The 2003 Davie County Thoroughfare Plan included recommendations to widen US 601 to a four lane facility north and south of Mocksville.

### **Land Use Patterns**

Current land use along US 601 corridor consist of a mixture of residential, industrial, government/public, institutional and pockets of commercial developments. Davie County High School is located on US 601 at Southwood Drive. From NC 801 to US 64 land use is primarily residential. The CBD starts from US 64 and ends at Sanford Avenue. From Sanford Avenue to Main Church Road (SR 1405), in addition to the existing residential industrial uses, there are also new commercial, industrial, and residential developments that have moved into the area in the recent past. From Main Church Road (SR 1405) to Liberty Church Road (SR 1002) land use is primarily residential. According to the 2005 Mocksville Land Use Plan and the 2005 Davie County Land Use Plan, significant future land use growth is anticipated in industrial, commercial, mixed use and residential developments.

### **Natural & Human Environmental Context**

Based on a planning level environmental assessment using available GIS data, the proposed improvements to US 601 have the potential to impact the water supply watershed which lies west of the US 601 corridor, and national heritage elements located in the CBD area and in the vicinity of US 601/I-40 interchange. Several commercial and residential buildings with driveways on US 601 may also be impacted.

The US 601 project crosses Peeler Creek and Cody Creek. Additionally, Bridge Number 9 over the Southern Railroad is rated as functionally obsolete.

### **Multi-modal Considerations**

The CTP includes recommendations for bicycle and pedestrian facilities around the Mocksville area. A multi-use path is recommended adjacent to US 601 from Deadmon Road (SR 1801) to Country Lane Road (SR 1461). A sidewalk is recommended on US 601 from Country Lane Road (SR 1461) to Madison Road (SR 1301). A proposed bus route will utilize US 601 from I-40 to a proposed park and ride lot at US 601 and Boyce Drive (SR 1513).

### **Public/ Stakeholder Involvement**

Respondents to Mocksville CTP Goals and Objectives (G&O) Survey question that asked, "What roads would you most like to have improved access?" ranked US 601 at the top. The majority of commercial developments, some industrial enterprises, government, and recreational centers in the Mocksville area are located along US 601 corridor. Improving US 601 will improve access to these activity centers. In response to the question regarding safety or crash problems, respondents to the survey identified several locations along US 601 to have safety or crash issues. Some of the locations identified included the intersections at Rollinwood Drive, US 64, Sanford Avenue, Cemetery Street, US 158 (Main Street), Madison Road, Maple Street, Valley Road, and near the entrance of Davie High School.

In response to the question, "Is truck traffic a problem in the area?", respondents to the Mocksville CTP G&O Survey identified several locations along US 601 as having a truck traffic problem. Some of the locations identified are at the following locations along US 601: Rollingwood Drive, US 64/US 158, Boyce Drive (Truck Stop). The US 64/US 158 intersection was identified most often.



### **I-40, Local ID: DAVIE0001-H**

Existing I-40 is projected to be near capacity by 2035 from Iredell County to the Winston-Salem MPO planning area at Redland Road (SR 1442). Improvements are needed to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

I-40 is currently a 4-lane divided interstate with 12 foot lanes from Iredell County to the Winston-Salem MPO planning area at Redland Road (SR 1442). I-40 is on the statewide tier of NC Multimodal Investment Network (NCMIN) and is designated as a freeway in NCDOT's Strategic Highway Corridor (SHC) Vision Plan.

By 2035, this entire segment of I-40 is projected to be near capacity based on providing a LOS D. The Annual Average Daily Traffic (AADT) projections are as follows:

- Traffic from the Winston-Salem planning area at Redland Road (SR 1442) to Dutchman Creek is projected to increase in range from 36,500 vehicles per day (vpd) to 39,800 vpd in 2010 to 58,000 to 60,000 vpd in 2035, compared to a LOS D capacity of 69,800;
- Traffic from Dutchman Creek to Hunting Creek is projected to increase in range from 32,700 to 36,500 vpd in 2009 to 51,200 to 57,000 vpd in 2035, compared to a LOS D capacity of 69,800 vpd; and
- Traffic from Hunting Creek to Iredell County is projected to increase from 33,600 vpd in 2010 to 51, 500 vpd in 2035, compared to a LOS D capacity of 69,800 vpd.

The CTP project proposal (Local ID DAVIE0001-H) is to widen I-40 from a 4-lane to a 6-lane freeway from Iredell County to the Winston-Salem MPO planning area at Redland Road (SR 1442). The proposed improvements would reduce congestion and provide efficient mobility for through traffic through the county.

### **US 64, Local ID: R-3602A**

Existing US 64 is projected to be near capacity by 2035 in the Mocksville area, from Cornatzer Road (SR 1606) to west of John Crotts Road (SR 1602). Additionally, based on North Carolina's vision for mobility and connectivity, US 64 does not meet the future mobility needs in central North Carolina. Improvements are needed to relieve congestion and improve mobility on the existing facility such that a minimum of LOS D can be achieved.

US 64 is currently a 2-lane facility with 12 foot lanes from Davidson County to west of John Crotts Road (SR 1602). The facility is functionally classified as a minor arterial and is part of the statewide tier of NCMIN. This facility is intended to provide mobility in Davie County and, ultimately, connectivity between Statesville and Raleigh. US 64 is part of the Strategic Highway Corridor Vision (SHC) plan adopted by NCDOT on September 2, 2004 and last updated on July 10, 2008.

By 2035, traffic on US 64 from Cornatzer Road (SR 1606) to west of John Crotts Road (SR 1602), is projected to range between 12,000 vpd and 14,200 vpd compared to a LOS D capacity of 15,800 vpd. From Cornatzer Road (SR 1606) to Davidson County, traffic is projected to range between 9,000 and 9,200 vpd compared to a LOS D capacity of 15,800 vpd.

The CTP project proposal (Local ID R-3602A) is to widen US 64 from a 2-lane to a 4-lane divided expressway from Davidson County to west of John Crotts Road (SR 1602). As development occurs along this corridor every effort should be made to limit access in order to maintain mobility and connectivity.

### **Minor Widening Improvements**

The following routes are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders:

- **DAVIE0003-H:** US 158, from the Winston-Salem MPO Planning Area Boundary (PAB) at Juney Beauchamp Rd (SR 1632) to Dulin Road (SR 1636)
- **DAVIE0022-H:** NC 801, from US 601 to Farmington Road (SR 1410)
- **DAVIE0022-H:** NC 801, from the Winston-Salem MPO PAB at Peoples Creek Road (SR 1650) to US 601
- **DAVIE0023-H:** Angell Road (SR 1414/SR 1406/SR 1466), from Main Church Road (SR 1405) to Woodward Road (SR 1407) and from Woodward Road (SR 1407) to Liberty Church Road (SR 1002)
- **DAVIE0024-H:** Bobbit Rd (SR1444), from Farmington Road (SR 1410) to Rainbow Road (SR 1441)
- **DAVIE0025-H:** Cana Road (SR 1411), from Main Church Road (SR 1405) to NC 801
- **DAVIE0026-H:** Cherry Hill Road (SR 1819), from NC 801 to US 601
- **DAVIE0005-H:** Cornatzer Road (SR 1606), from the Winston-Salem MPO PAB at Baltimore Road (SR 1630) to Milling Road (SR 1600)
- **DAVIE0009-H:** Davie Academy (SR 1143/SR 1147), from US 64 to Jericho Church Road (SR 1147)
- **DAVIE0027-H:** Farmington Road (SR-1410), from Yadkin County to US 158
- **DAVIE0028-H:** Fork Bixby Road (SR 1611), from the Winston-Salem MPO PAB at Markland Road (SR 1618) to US 64
- **DAVIE0029-H:** Junction Road (SR 1139), Jericho Church Road (SR 1147) to Marginal Street (SR 1139)
- **DAVIE0030-H:** Juney Beauchamp Road (SR 1632), from US 158 to the Winston-Salem MPO PAB at Baltimore Road (SR 1630)
- **DAVIE0031-H:** Liberty Church Road (SR 1002), from Yadkin County to US 601
- **DAVIE0032-H:** Marginal Street (SR 1139), from Junction Road (SR 1139) to NC 801
- **DAVIE0033-H:** Pinebrook Drive (SR 1437), from Farmington Road (SR 1410) to Pinebrook School Road (SR 1436)

- **DAVIE0034-H:** Pinebrook School Road (SR 1436), from Pinebrook Drive (SR 1437) to US158
- **DAVIE0035-H:** Pudding Ridge Road (SR 1435), from Farmington Road (SR 1410) to Cana Road (SR 1411)
- **DAVIE0036-H:** Rainbow Road (SR 1441), from Bobbit Road to US 158
- **DAVIE0037-H:** Ridge Road (SR 1447), from Iredell County to Davie Academy Road (SR 1147)
- **DAVIE0018-H:** Sheffield Road (SR 1306), from Ijames Church Road (SR 1307) to Iredell County
- **DAVIE0038-H:** Will Boone Road (SR 1802) from Deadmon Road (SR 1801) to NC 801
- **DAVIE0039-H:** Williams Road (SR 1610), from Fork Bixby Road (SR 1611) to Cornatzer Road (SR 1606)
- **DAVIE0040-H:** Woodward Road (SR 1407), from Angel Road (SR 1466) to Angel Road (SR 1406)

## **PUBLIC TRANSPORTATION & RAIL**

There are no public transportation or rail improvements recommended in this CTP.

## **BICYCLE**

During the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide shoulder lanes.
- Shoulder sections require a minimum of 4-ft paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54" railings.

*On-road Bicycle facilities are proposed on the following roads:*

- **DAVIE0001-B:** US 64, from Calahaln Road (SR 1313) to Davie Academy Road (SR 1143)
- **DAVIE0003-H** US 158, from Redland Rd (SR 1442) to Juney Beauchamp Road (SR 1632)
- **DAVIE0004-H:** US 601, from Fairfield Road (SR 1807) to Gladstone Road (SR 1121)

- **DAVIE0022-H:** NC 801, from Joe Road (SR 1808) to Will Boone Road (SR 1802) and from Fulton Rd (SR 1612) to Peoples Creek Road (SR 1650)
- **DAVIE0002-B:** NC 901, from US 64 to County Line Road (SR 1336)
- **DAVIE0023-H:** Angell Road (SR 1414), from Liberty Church Road (SR 1002) to Cana Road (SR 1411)
- **DAVIE0003-B:** Baltimore Road (SR 1630), from Juney Beauchamp Road (SR 1632) to Cornatzer Road (SR 1616)
- **DAVIE0004-B:** Bear Creek Church Road (SR 1320), from Duke Whitaker Road (SR 1313) to Liberty Church Road (SR 1002)
- **DAVIE0024-H:** Bobbit Road SR1444), from Farmington Road (SR 1410) to Rainbow Road (SR1441)
- **DAVIE0005-B:** Boxwood Church Road (SR 1824), from Cherry Hill Road (SR 1819) to Pine Ridge Road (SR 1103)
- **DAVIE0006-B:** Calahaln Road (SR 1313), from Sheffield Road (SR 1306) to US 64
- **DAVIE0025-H:** Cana Road (SR 1411), from Pudding Ridge Road (SR 1435) to Main Church Road (SR 1405)
- **DAVIE0007-B:** Cedar Grove Church Road (SR 1811), from US 64 to Joe Road (SR 1808)
- **DAVIE0008-B:** Center St (SR 1103), from Pine Ridge Rd (SR 1103) to NC 801
- **DAVIE0009-B:** Cherry Hill Road (SR 1819), from NC 801 to Boxwood Church Road (SR 1824)
- **DAVIE0005-H:** Cornatzer Road (SR 1616), from Baltimore Road (SR 1630) to Fork Bixby (SR 1611)
- **DAVIE0010-B:** County Line Road (SR 1338), from Sheffield Road (SR 1306) to NC 901
- **DAVIE0011-B:** Cross Street, from Main Street to 290 feet west of Main Street
- **DAVIE0009-H:** Davie Academy Road (SR 1143/SR 1147), from US 64 to Hunting Creek
- **DAVIE0012-B:** Duke Whitaker Road (SR 1313), from Bear Creek Church Road (SR 1320) to Sheffield Road (SR 1306)
- **DAVIE0013-B:** Fairfield Road (SR 1807), from Will Boone Road (SR 1802) to US 601
- **DAVIE0027-H** Farmington Road (SR 1410), from Pudding Ridge Road (SR 1435) to Bobbit Road (SR 1444)
- **DAVIE0028-H:** Fork Bixby Road (SR 1611), from Cornatzer Road (SR 1616) to US 64
- **DAVIE0014-B:** Foster Road (SR 1159), from Ridge Road (SR 1147) to Rowan County
- **DAVIE0015-B:** Fulton Road (SR 1612), from Fork Bixby Road (SR 1611) NC 801
- **DAVIE0016-B:** Georgia Road (SR 1314), from Bear Creek Church Road (SR 1320) to Duke Whitaker Road (SR 1313)
- **DAVIE0017-B:** Gladstone Road (SR 1121), from US 601 to Nolley Road (SR 1125)

- **DAVIE0018-B:** Joe Rd (SR 1808), from Cedar Grove Church Road (SR 1811) to NC 801
- **DAVIE0029-H:** Junction Road (SR 1139), from Jericho Church Road (SR 1147) to Marginal Street (SR 1139)
- **DAVIE0030-H:** Juney Beauchamp Road (SR 1632), from US 158 to Baltimore Road (SR 1630)
- **DAVIE0031-H:** Liberty Church Road (SR 1002), from Yadkin County to Angell Road (SR 1414)
- **DAVIE0019-B:** Main Street, from Marginal St (SR 1139) to NC 801
- **DAVIE0032-H:** Marginal Street (SR 1139), Junction Road (SR 1139) to NC 801
- **DAVIE0020-B:** Mr. Henry Road (SR 1143), from Davie Academy Road (SR 1147) to Rowan County
- **DAVIE0021-B:** Nolley Road (SR 1125), from Junction Road (SR 1139) to Gladstone Road (SR 1121)
- **DAVIE0035-H:** Pudding Ridge Road (SR 1435), from Cana Road (SR 1411) to Farmington Road (SR 1410)
- **DAVIE0022-B:** Pine Ridge Road (SR1103), from Center Street, (SR 1103) to Boxwood Church Road (SR 1824)
- **DAVIE0023-B:** Point Road (SR1822), from Cherry Hill Road (SR 1819) to Dead End
- **DAVIE0036-H:** Rainbow Road (SR 1441), from Bobbit Road (SR 1444) to Redland Road (SR 1442)
- **DAVIE0024-B:** Redland Road (SR 1442), from NC 801 to US 158
- **DAVIE0037-H:** Ridge Road (SR 1147), from Iredell County to Foster Road (SR 1159)
- **DAVIE0018-H:** Sheffield Road (SR 1306), from County Line Road (SR 1338) to Ijames Church Road (SR 1307)
- **DAVIE0025-B:** Stroud Mill Road (SR 1158), from NC 901 to Iredell County
- **DAVIE0038-H:** Will Boone Road (SR 1802), from Fairfield Road (SR 1807) to NC 801
- **DAVIE0039-H:** Williams Road (SR 1610), from the Mocksville PAB at No Creek Road (SR 1608) to Fork Bixby Road (SR 1611)

## **Pedestrian Map**

*Sidewalks are proposed on the following roads in Cooleemee:*

- **DAVIE0001-P:** Church Street, from Marginal Street to Cross Street
- **DAVIE0002-P:** Cross Street, from Main Street to 300 feet west of Main Street and from Church Street to Duke Street
- **DAVIE0003-P:** Duke Street, from Cross Street to Marginal Street

- **DAVIE0004-P:** Junction Road, from Main Street to Cooleemee western town limits
- **DAVIE0005-P:** Main Street, from Davie Street to NC 801
- **DAVIE0006-P:** Marginal Street, from Duke Street to Church Street

*The following greenways facilities are proposed in Cooleemee:*

- **DAVIE0007-P:** From Main Street to Erwin Street
- **DAVIE0008-P:** Several off-road pedestrian facilities are recommended west of Main Street along South Yadkin River, within Cooleemee municipal boundary
- **DAVIE0009-P:** From west of Main Street to east of the South Yadkin River

*The following multi-use paths are proposed in Davie County and Cooleemee:*

- **DAVIE0004-H:** US 601, from Fairfield Road (SR 1807) to Deadmon Road (SR 1801)
- **DAVIE0001-M:** NC 801, from Center Street (SR 1103) to Marginal Street (SR 1139)